Sound Transit Express Midday Bus Storage Project

SEPA Environmental Checklist

November 2012

Prepared for:

401 South Jackson Street
Seattle, Washington 98104

Prepared by:

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Table of Contents

Environmental Checklist

A. Background

1. Name of the proposed project

Express Midday Bus Storage Project

2. Name of Applicant

Sound Transit

3. Address and telephone number of applicant and contact person

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4. Date checklist prepared

November 2012

5. Agency requesting checklist

Sound Transit is the lead agency under the State Environmental Policy Act (SEPA).

6. Proposed timing or schedule (including phasing, if applicable)

Environmental review and preliminary design are anticipated to be complete in fall of this year. Final design would occur between fall 2012 and spring 2013. Construction activity is proposed to begin in summer 2013 and is expected to be completed by summer 2014.

7. Plans for future additions, expansions, or further activity related to or connected with this proposal

There are no other plans for future additions, expansions, or further activity related to the Midday Bus Storage Project.

8. Environmental information that has been prepared, or will be prepared, directly related to this project

Geotechnical Engineering Services Report (GeoEngineers 2012)

Summary Report of Cultural Resource Record Search (Historical Research Associates, Inc, 2012)

9. Applications that are pending for governmental approvals or other proposals directly affecting the property covered by the proposal

There are no other pending governmental approvals or proposals affecting the proposal.

10. List of governmental approvals or permits that will be needed for the proposal

Sound Transit anticipates the following permit needs:

- National Pollutant Discharge Elimination System Construction Stormwater Permit—Washington State Department of Ecology—required for more than 1 acre of proposed soil/earth-disturbing activities
- Master Use Permit—City of Seattle
- Grading Permit—City of Seattle
- Street Improvement Permit—City of Seattle

11. Brief, complete description of the proposal, including the proposed uses and the size of the project and site

The Sound Transit Express Midday Bus Storage Project would provide midday bus storage for Sound Transit Express Buses. Midday storage of these buses near downtown Seattle saves Sound Transit approximately $300,000 to $500,000 in annual fuel and maintenance costs at full utilization. A site evaluation study completed in 2011 identified this ST-owned site as the preferred site for midday bus storage. In addition to environmental and operations benefits, this project provides for efficient re-use of surplus property. Midday bus storage currently operates at a temporary site using a portion of the Central Link Operations and Maintenance Facility employee parking lot. This project would construct a permanent lot for express bus midday storage. The project site would accommodate up to 30 of the 45-foot-long Motor Coach (MCI) buses. The project site is on property owned by Sound Transit at the northeast quadrant of the intersection of Airport Way South and South Stevens Street, and is approximately 1 acre. The existing site was purchased and used by Sound Transit as a staging area during construction of the Beacon Hill light rail tunnel and minor re-grading and site cleanup was completed during summer 2012. The site has an electrical generator that is

used for backup power for the tunnel during emergencies. The generator is mounted on top of an aboveground diesel fuel tank. The new lot would include the following:

- Parking with internal drive aisle circulation for 20 45-foot-long buses (12 feet by 45 feet).
- "Crush load" parking for 10 additional 45-foot-long buses (12 feet by 45 feet). Under crush load conditions, internal circulation would be limited (first in–first out rule would apply).
- Level pad for two Sani-Cans (8 feet by 10 feet) (to be provided separately).

The project involves clearing and grading to an approximate maximum depth of 3 feet below existing grade throughout the site, auguring of approximately 5 feet depth to install a light pole, and trenching of approximately 7 feet depth to relocate/install utilities.

The project would construct a low retaining wall and re-grade the site to provide a 2-percent to 3-percent grade across the bus parking and driving areas. Existing grades along the existing access driveway to the emergency generator and in the southeastern corner of the site are steeper and would remain as is.

The layout of the site would incorporate a bus entrance at the southeast corner of the property off South Stevens Street and an exit onto Airport Way South (Figure 1, Proposed Site Plan). The City of Seattle would need to review and approve new or relocated driveway locations onto city streets. Stevens Street improvements will include pavement reconstruction, curb, gutter, sidewalk, landscaping, and lighting. Based on soils analysis and anticipated use, on-site pavement would be Portland cement concrete.

To provide for vehicular turn-around, a half cul-de-sac would be constructed at the eastern end of South Stevens Street. City requirements to prohibit on-street parking within the vicinity of the future cul-de-sac would reduce the amount of on-street parking along the north side of South Stevens Street.

12. Location of the proposal, including street address, if any, and section, township, and range; legal description; site plan; vicinity map; and topographical map, if reasonably available

The project site is located at 2900 Airport Way South, in the SODO district of the city of Seattle, Washington. The project area is located in Township 24 North, Range 4 East, of the Seattle South United States Geological Survey Topographic Quadrangle (Figure 2,

Site Vicinity Map). The property is Parcel B of Lot Boundary Adjustment #3007078; King County Assessor tax parcel number 7666203115 (portion).

B. Environmental Elements

1. Earth

a. General description of the site (underline)

Flat, rolling, hilly, steep slopes, mountainous, other

The project site slopes down from east to west—from an elevation 31 feet above mean sea level to an elevation of 28 feet along the eastern property line and down to elevations of 22 and 24 feet along Airport Way South. The site is about 0.7 mile east of Puget Sound.

b. What is the steepest slope on the site (approximate percent slope)?

The steepest existing slopes across most of the project site range up to 5 percent. Slopes beyond the eastern boundary of the site range up to 30 percent.

c. What general types of soils are found on the site (for example clay, sand, gravel, peat, muck)? Specify the classification of agricultural soils and note any prime farmland.

The project site is located on filled land over former tideland areas of the Duwamish River Valley. Adjacent uplands along the Interstate 5 corridor define the former edge of the tidelands.

d. Are there any surface indications or a history of unstable soils in the immediate vicinity? If so, describe.

The site is located in western Washington, which is seismically active. Site soils are potentially susceptible to liquefaction. Sound Transit previously explored subsurface conditions during its property acquisition process and during design of the Link Light Rail Project. The previous explorations identified landslide deposits at the site. Two new explorations were completed as part of the GeoEngineers study to further assess subsurface conditions. The results of the explorations indicate that due to the relatively deep landslide deposits, the slope east of the project site is potentially seismically unstable.

Based on our global stability analysis, the most likely landslide mass is likely limited to the east side of the site, and there is a low risk of deformation in the proposed parking lot area. Additionally, the parking lot is only for midday bus storage and will not be a permanently occupied area, which further reduces the risk to safety. Also based on this analysis, the magnitude of movement does not warrant additional

measures, such as catchment walls. Further, the slope deformation under the design seismic event does not represent an unacceptable safety risk.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate the source of the fill.

The project would require clearing and minor grading, consisting of excavation to obtain an average grade of about 2 to 3 percent across most of the site (excluding the steeper southeastern corner of the site, which would remain as is). There would be approximately 1,375 cubic yards of excavation (grading).

Debris and excess material would be transported off-site to an approved disposal facility. Grading would be in compliance with the City of Seattle Grading Code (Seattle Municipal Code [SMC] 22.170).

f. Could erosion occur as a result of clearing, construction, or use?

Construction activity would include clearing vegetation from the site, removing small amounts of asphalt pavement and concrete pads, and regrading the ground surface. Construction activities would expose some soils, which would increase the potential for erosion. Once construction is complete, no erosion is anticipated since surfaces would be covered with paving.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example buildings or asphalt)?

The project site would be approximately 98 percent impervious concrete pavement. Pervious areas would include approximately 3,600 square feet of landscaped area along Airport Way South and South Stevens Street.

h. Describe the proposed measures to reduce or control erosion or other impacts to the earth, if any.

Erosion and sediment control measures would conform to the City of Seattle's *Best Management Practices (BMP) Manual* and may include the following as necessary:

- Open excavation would be limited to the shortest time possible.
- Silt Fence will be place along the boundaries of the site.
- Any soil that is stockpiled on-site would be protected with plastic sheeting.
- Disturbed soils that are exposed to surface-water runoff would be stabilized with straw or hydro-seeding.
- Catch basins in the street would be inspected by the contractor daily.
- Temporary Catch Basin Inserts will be installed in catch basins on site and immediately downstream of site.

- Temporary construction erosion and sedimentation control measures would be as approved by the City of Seattle Department of Planning and Development and would be in place prior to site work and grading.

The measures to reduce or control temporary erosion would be identified in construction plan specifications.

2. Air

a. What types of emissions to the air would result from the proposal (e.g., dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities, if known.

Construction would require the use of equipment, such as heavy trucks, excavators, pavers, and compressors. Emissions from such equipment could slightly degrade local air quality. Dust from construction activities could contribute to suspended particulate matter in the area. These potential effects to air quality are expected to be intermittent and temporary in nature. The construction contractor would be required to comply with relevant federal, state, and local air quality laws, including the requirements of the Puget Sound Clean Air Agency. Appropriate BMPs would be employed to reduce surface and air movement of dust during grading, demolition, and construction.

The air pollutants that are of major concern are particulates and nitrogen dioxide from the buses and possibly carbon monoxide from any localized changes in roadway traffic conditions. The proposed project would replace midday bus parking that currently occurs at the Sound Transit Link Operations and Maintenance Facility directly across Airport Way South from the project site. As such, no new vehicle trips would be generated and additional pollutant emissions would not occur during operation of the project.

b. Are there any off-site sources of emissions or odors that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions or odors that would affect construction or operation of the proposed project.

c. Describe proposed measures to reduce or control emissions or other impacts to air, if any.

The construction contractor would be required to comply with relevant federal, state, and local air quality laws, including the requirements of the Puget Sound Clean Air Agency.

Appropriate BMPs would be employed to reduce surface and air movement of dust during grading, demolition, and construction. Construction-related mitigation measures may include the following:

- Load trucks coming to the jobsite or leaving the jobsite with materials or loose debris in a manner that prevents dropping of materials or debris on streets. Wet materials in trucks or cover and secure loads of materials, debris, and soil transported from construction sites. Immediately remove spillage resulting from hauling operations along or across public traveled ways.
- Cover loads of hot asphalt to minimize odors.
- Establish regular cycles and locations for cleaning trucks that haul soil from the site.
- Use water sprinkling, temporary enclosures, and other methods to minimize dust and dirt migration at the job site.
- Use construction equipment designed and equipped to prevent or control air pollution in conformance with regulations of federal, state, and local authorities.
- Use electrically powered equipment where needed to meet requirements.
- Where construction vehicles leave the site and enter Airport Way South and South Stevens Street, clean trucks or other vehicles leaving the site of mud and dirt, including the exterior body surfaces of vehicles.

3. Water

a. Surface

(1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, and wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There are no wetlands, streams, or other bodies of water present on-site or in the vicinity.

(2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The proposed project would not require any work over, in, or adjacent to surface waters. The project site is outside the City's designated shoreline boundary for Puget Sound and the Duwamish River.

(3) Estimate the amount of fill and dredge material that could be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill materials.

No fill or dredge material would be placed in or removed from any surface-water body.

(4) Will the proposal require surface water withdrawals or diversion? Give general description, purpose, and approximate quantities, if known.

The proposed project would not require surface-water withdrawals or diversions.

(5) Does the proposal lie within a 100-year flood plain? If so, note location on the site plan.

The project site does not lie within a 100-year floodplain.

(6) Does the proposal involve discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No waste materials would be discharged to surface waters from construction or operation of the proposed project.

b. Ground

(1) Will ground water be withdrawn or will water be discharged to ground water? Give general description, purpose, and approximate quantities, if known.

No ground water would be withdrawn, nor would water be discharged to ground water as part of the proposed project.

(2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any. Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) is expected to serve.

No waste material would be discharged into the ground from construction or operation of the proposed project.

c. Water Runoff (including storm water)

(1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (including quantities if known). Where will this water flow? Will this water flow into other waters? If so, describe.

An existing storm sewer line is located on or near the site. Runoff from the site would be channeled into the existing storm drain system on the site. This storm system drains directly to the Duwamish River and, therefore, would not need to

be detained. Per the City of Seattle Stormwater Code (SMC 22.800–22.808), basic treatment would be required because there would be more than 5,000 square feet of replaced impervious surface. Because this area consists of fill on top of former tidal flats, it is expected that poor soil and high ground water would limit the use of pervious pavement and biofiltration for stormwater treatment.

The source of runoff would be stormwater, which would be collected and conveyed for water quality treatment prior to discharge into the existing drainage system located within South Stevens Street. The proposed project would not substantially alter the existing collection system. Potential pollutants would be treated prior to discharge into surface waters.

(2) Could waste materials enter ground or surface waters? If so, generally describe.

Waste materials would not enter ground or surface waters. Stormwater runoff would be filtered and conveyed to the City's stormwater drainage system as described above.

d. Describe proposed measures to reduce or control surface, ground, and runoff water impacts, if any.

The stormwater control system would be designed and constructed in accordance with the City's *Stormwater Management Manual.*

4. Plants

a. Types of vegetation found on-site

- **Shrubs—**The project site is characterized by sparse non-native shrubs, such as butterfly bush.
- **Grass—**The project site is characterized by a variety of non-native grass species inhabiting non-paved peripheral areas, such as crabgrass and velvet-grass.
- **Other types of vegetation—**Mosses, lichen, and horsetail are also present at the project site.

Two trees are located just outside of the perimeter of the project site and within the street right-of-way—one *Prunus* spp., cherry, approximately 19 feet tall on Airport Way South north of the light rail guidway, and an *Abies* spp., fir, approximately 50 feet tall at the eastern street end of South Stevens Street (Figure 1, Proposed Site Plan). Both trees would be evaluated by a certified arborist per City of Seattle Ordinance 90047 to determine exact species, health, longevity, and hazard potential. Initial observations indicate that the cherry tree has a large wound on its

trunk but is flowering well. The fir tree appears to be in good health. If the trees are deemed healthy by the arborist, tree protection measures would be implemented to protect the trees during construction. This would involve installation of protective fencing and maintenance, including mulching, fertilizing, and watering.

b. What kind and amount of vegetation will be removed or altered?

Existing vegetation would be removed from the project site.

c. List threatened or endangered species or critical habitat known to be on or near the site.

No threatened or endangered plant species are known to be on or near the project site.

d. Describe proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on-site.

Approximately 3,600 square feet of low plantings would be installed on Airport Way South and South Stevens Street. These plantings would consist of native and adaptive species, 25 to 50 percent of which would be drought tolerant.

5. Animals

a. Underline any birds and animals which have been observed on or near the site or are known to be on or near the site.

Birds and animals that have been observed on or near the project site include the following:

- **Birds—**American crows, English sparrows, swallows, and pigeons. The green belt on the western side of Beacon Hill, which is adjacent to the project site to the east, provides habitat for hawks and a variety of songbird species.
- **Mammals—**Various small mammals that live in urban habitats may be present on or near the project site, including rabbits, opossums, mice, rats, shrews, moles, bats, squirrels, muskrats, and raccoon. Coyotes also have been observed.

b. List any threatened or endangered species or critical habitat near the site.

Attachment A to this Environmental Checklist was compiled from data base research and provides a list of the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration–Fisheries threatened and endangered species that may use the Duwamish Manufacturing/Industrial Center area. No threatened or endangered species or critical habitat is near the project site.

c. Is the site part of a migratory route? If so, explain.

Yes. The entire Puget Sound area is part of the Pacific Flyway for migratory birds. The Duwamish River is also a migration route for salmonid species.

d. Proposed measures to preserve or enhance wildlife, if any.

Since the project involves no in-water work and would not impact wildlife habitat, including that of threatened or endangered species, no measures of this kind are required.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity would be used for site lighting. Buses would consume petroleum or compressed natural gas.

b. Would the project affect the potential use of solar energy by adjacent properties? If so, explain.

The proposed project would not affect the use of solar energy by any adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

The proposed project would comply with applicable requirements of the Seattle Energy Code.

The overall effect of the proposed project is to improve the reliability and efficiency of the bus system. In addition, Sound Transit would continue its independent efforts to reduce its fuel consumption and emissions.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spills, or hazardous waste that could occur as a result of this proposal? If so, describe.

Recent geotechnical borings identified concentrations of lube oil-range petroleum hydrocarbons, arsenic, barium, chromium, and lead in one or more of the soil samples submitted for chemical analysis (GeoEngineers 2012). The detected concentrations of petroleum and metals are below the Model Toxics Control Act (MTCA) Cleanup Regulation Method A Soil Cleanup Levels for Unrestricted Land Uses, which are the most conservative and widely applicable cleanup levels

established by the MTCA for soil. The presence of these constituents in shallow soil is consistent with the current and previous use of the site for a construction staging area. Based on these results, neither additional investigation nor cleanup would be warranted under the MTCA.

Sound Transit maintains an emergency power generator for the Link light rail train tunnel on the northeast portion of the site. The generator is powered by a 3,320-gallon above-ground fuel storage tank.

The construction contractor may use small amounts and would be required to contain such use of diesel fuel oil, hydraulic fluid, construction adhesives, cleaning solvents, and similar chemical compounds on-site during construction. Other than these temporary construction uses, there would be no hazardous materials stored on-site.

(1) Describe special emergency services that might be required.

No special emergency services would be required beyond those occasionally needed by other similar outdoor vehicle storage facilities, such as police, fire, and emergency medical services.

(2) Describe proposed measures to reduce or control environmental health hazards.

Neither additional investigation nor cleanup is warranted under the MTCA. During construction, the contractor would be required to follow the applicable Washington Industrial Safety and Health Administration regulations.

b. Noise

(1) What types of noise exist in the area which may affect your project (for example, traffic, equipment operation, other)?

Existing noise in the vicinity of the project site consists of typical urban noise, which is primarily the result of motor vehicle traffic on Interstate 5 and local streets. Buses traveling to and from the existing Sound Transit Link Operations and Maintenance Facility directly across Airport Way South from the project site contribute to the existing noise environment.

(2) What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example: traffic, construction, operation, other)?

The project site is in an area with a mix of commercial and industrial land uses. No noise-sensitive receivers, such as residences or sensitive commercial uses, are nearby. During construction, there would be temporary increases in sound

levels near active areas of construction and along roadways used for construction vehicles. The increase in sound levels would depend on the type of equipment used and the amount of time it is in use. Typical construction equipment could include dump trucks, dozers, excavators, graders, and compactors (rollers). Sound levels generated during construction would be temporary in nature and would occur between the City's allowed construction time period.

Based on existing bus service levels and travel patterns, it is estimated that the vehicle trips generated by the proposed project would consist of 23 trips during the a.m. peak hour (19 entering, 4 exiting) and 23 trips during the p.m. peak hour (4 entering, 19 exiting) when the new midday bus parking site opens. These trips would consist of transit vehicles (15 entering during the a.m. peak hour and 15 exiting during the p.m. peak hour) and 8 shuttle service coaches each weekday (4 entering and 4 exiting during both the a.m. and p.m. peak hours) to shuttle transit drivers to the Pierce Transit Bus Maintenance Facility in Lakewood, Washington, and back during the midday layovers.

(3) Describe proposed measures to reduce or control noise impacts, if any.

The proposed project would not result in noise impacts at or near the site; therefore, additional mitigation measures beyond the required city ordinance are not warranted. The quiet hours, as stipulated by the Seattle Noise Ordinance is 10:00 pm to 7:00am on weekdays. Mitigation measures as described in Seattle Municipal Code Noise Ordinance would be followed. Seattle's Noise Ordinance is accessible at: http://www.seattle.gov/dpd/Enforcement/Noise_Abatement/Maximum_Noise_Levels_Allowed/default.asp

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8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The site is undeveloped, with the exception of an emergency power generator and asphalt-paved access road to South Stevens Street. Most recently, the project site was used as a construction material storage area for construction of the Link Light Rail Project and Beacon Hill light rail tunnel.

There is a mix of various commercial and industrial land uses in the vicinity of the project site. The Sound Transit Link Operations and Maintenance Facility is located directly west across Airport Way South. The elevated entrance to the Beacon Hill

light rail tunnel is adjacent to the northern boundary of the project site. Interstate 5 borders the site to the east. The headquarters for Tully's Coffee is south of South Stevens Street.

b. Has the site been used for agriculture? If so, describe.

The project site has not been used for agriculture.

c. Describe any structures on the site.

Sound Transit maintains an emergency power generator for the Link light rail train tunnel on the northeast portion of the site. The generator is powered by a 3,320-gallon above-ground fuel storage tank.

d. Will any structures be demolished? If so, what?

No structures would be demolished.

e. What is the current zoning classification of the site?

The property is zoned General Industrial 2 with an 85-foot maximum height limit (IG2 U/85) within the Duwamish Manufacturing/Industrial Center Urban Village overlay (City of Seattle, 2012a). The proposed project is classified as "outdoor storage" by the City and permitted in the IG-2 U/85 zone, without a conditional use approval.

The intent of the IG2 zone is to allow a broad range of uses where the industrial function of an area is less established than in the General Industrial 1 zone and where additional commercial activity could improve employment opportunities and the physical condition of the area without conflicting with industrial activity.

The project site is currently undeveloped except for the emergency power generator.

f. What is the current comprehensive plan designation of the site?

The current comprehensive plan designation for the project site is *industrial* (City of Seattle, 2005).

g. If applicable, what is the current shoreline master program designation of the site?

Not applicable. The project site lies outside the boundary of the shoreline master program.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Based on review of environmentally critical areas maps on the City of Seattle Geographic Information System website, the site is not located in a steep slope,

erosion, potential landslide, or known landslide area. However, the Washington State Department of Transportation Interstate 5 right-of-way to the east is mapped for steep slopes, erosion, and potential landslides, and portions of this slope are mapped as landslide deposits on geologic maps.

Consistent with SMC 25.09.100, soils engineering studies have been prepared to determine the physical properties of surficial soils, particularly the thickness of the unconsolidated deposits and their liquefaction potential (GeoEngineers, 2012). The project would be designed to meet applicable seismic and liquefaction requirements.

i. Approximately how many people would reside or work in the completed project?

No residential development is proposed as part of the project. Transit drivers would be shuttled to and from the site.

j. Approximately how many people would the completed project displace?

The proposed project would not displace any people.

k. Describe proposed measures to avoid or reduce displacement impacts, if any.

Since the proposed project would not result in any displacements, no measures are necessary to avoid or reduce displacements.

l. Describe proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

Measures to ensure the proposed project is compatible with existing and projected land uses include carefully designing the project to be safe and functional. Perimeter landscaping would be provided along Airport Way South and South Stevens Street.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No residential development is included as part of the proposed project.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The proposed project would not displace any residential properties.

c. Describe proposed measures to reduce or control housing impacts, if any.

Since the proposed project would not impact housing, no measures are necessary to reduce or control housing impacts.

10. Aesthetics

a. What is the tallest height of any of the proposed structure(s), not including antennas? What is the principal exterior building material(s) proposed?

No structures are proposed.

b. What views in the immediate vicinity would be altered or obstructed?

Improvements proposed would be similar in design and character to the existing open lot and would not affect views from residences or public spaces. No scenic vistas would be affected.

c. Describe proposed measures to reduce aesthetic impacts, if any.

Existing development surrounding the project site is generally characterized as commercial and industrial-style businesses. The proposed project would improve the appearance of the site by providing perimeter landscaping along Airport Way South and South Stevens Street. The visual character and scale of the proposed site elements would be compatible with the existing character of the project area.

11. Light and Glare

a. What type of light and glare will the proposal produce? What time of day would it mainly occur?

The primary source of light and glare from the completed project would come from buses and site lighting from dusk to dawn. Vehicle activity would be highest during the a.m. and p.m. peak traffic periods.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

New site lighting would be directed toward the interior of the site to minimize lighting spill-over to adjacent properties and would not create a safety hazard or interfere with views.

c. What existing off-site sources of light or glare may affect your proposal?

No off-site sources of light or glare would affect the proposed project.

d. Describe the proposed measures to reduce or control light and glare impacts, if any.

No light and glare impacts are anticipated; therefore, no additional measures are proposed. The site would be lit with high-pressure sodium lamps to conserve energy and reduce glare. Lighting would be shielded and focused downward.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

No designated or informal recreational opportunities are in the immediate vicinity of the project site.

b. Would the proposed project displace any existing recreational uses? If so, describe.

The proposed project would not displace any existing recreational uses.

c. Describe proposed measures to reduce or control impacts on recreation, including recreational opportunities to be provided by the project or applicant.

Since the proposed project would not result in any impacts on recreation in the immediate vicinity, no measures are necessary or proposed to reduce or control such impacts.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on or eligible for national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

No listed or eligible places or objects are known to exist on the site. Since the project site lies within the identified U.S. Government Meander Line, the potential exists for discovery of archaeologically resources. Therefore, in the event such resources are found during construction, the project would comply as noted in Item C below.

One previously recorded archaeological site, Site 45KI688, has been identified within the project vicinity. It was identified as part of building the Light Rail Operations and Maintenance Base. Site 45KI688 was a large historic refuse scatter identified as the Seattle Industrial District Landfill. The artifacts identified in the landfill date from 1920 to 1955 (LeTourneau, et al. 2003).

Site 45KI688 boundary included the project site (or area of impact). It was found within the 12 foot fill layer during monitoring for the demolition phase excavations for the Central Link Light Rail Maintenance Base project (LeTourneau et al. 2003). One geotechnical bore was located in the southern portion of the project site (LeTourneau et al. 2003:34). The archaeologists examined both the core and tailings that were produced (LeTourneau et al. 2003:34, 41). No historic artifacts were identified and the authors of the report noted that the core was less than three inches in diameter making it impossible to see core profiles (LeTourneau et al. 2003:34).

Within the area of impact, the concrete slabs for buildings 6 and 7 (as numbered in the referenced document) were removed; however, no excavation occurred and no monitoring was conducted (LeTourneau 2003:34, 41). A filled in basement for building 7 was visible once the slab was removed, however, no excavation occurred; therefore, further observations were not made (LeTourneau 2003:34).

Site 45KI688 was determined not eligible for the National Register of Historic Places (DAHP 2003).

b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.

The Rainier Brewery is located south of the project site and was determined not eligible for the NRHP by DAHP in 2003. Review of the county assessor's data base revealed that there are two unevaluated properties, one on parcel 7666203150 (2755 Airport Way South) and one on parcel 7666203010 (918 South Lander Street), which are older than 25 years of age. None of the other buildings next to the area of impact are more than 25 years of age.

c. Describe proposed measures to reduce or control impacts, if any.

If buried archaeological resources are inadvertently discovered during construction, work would stop immediately and the protocols written in the project construction specifications will be followed. Key steps in the protocols include: stop work in the area of discovery, protect the area of discovery, evaluate and assess the eligibility of the discovered resource, and consult with the appropriate agencies. Work resumes once the archaeologist's work is complete.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on-site plans, if any.

Access to the site would be provided via Airport Way South and South Stevens Street (Figure 1, Proposed Site Plan). South Stevens Street is a two-lane local access road that terminates east of the site. Airport Way South is a five-lane roadway, classified by the city as a principal arterial and a major truck street.

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes, the project site is served by King County Metro Route 131. A northbound bus stop is located along the project site frontage on Airport Way South.

c. How many parking spaces would the completed project have? How many would the project eliminate?

No parking is currently provided on the site. The project would provide 20 striped bus parking stalls and would accommodate 10 additional buses under "crush load" conditions. To provide for vehicular turn-around, a half cul-de-sac would be constructed at the eastern end of South Stevens Street. City requirements to prohibit on-street parking within the vicinity of the future cul-de-sac would reduce the amount of on-street parking along the north side of South Stevens Street.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe.

The proposed project would not require any new roadways. Improvements to existing roadways include potential pavement reconstruction on a portion of South Stevens Street. Improvements along Airport Way South and South Stevens Street will also include curb, gutter, sidewalk, landscaping, and lighting.

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The proposed project would not use water, rail, or air transportation. The site is located immediately south of the elevated Link light rail guideway.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The project would replace midday bus parking that currently occurs at the Sound Transit Link Operations and Maintenance Facility directly across Airport Way South in the area west of the project site. As such, the vehicular trips currently using the Sound Transit Link Operations and Maintenance Facility would transfer to the new midday bus parking site.

Based on existing bus service levels and travel patterns, it is estimated that the vehicle trips generated by the proposed project would consist of 23 trips during the a.m. peak hour (19 entering, 4 exiting) and 23 trips during the p.m. peak hour (4 entering, 19 exiting) when the new midday bus parking site opens. These trips would consist of transit vehicles (15 entering during the a.m. peak hour and 15 exiting during the p.m. peak hour) and 8 shuttle service coaches each weekday (4 entering and 4 exiting during both the a.m. and p.m. peak hours) to shuttle transit drivers to the Pierce Transit Bus Maintenance Facility in Lakewood, Washington, and back during the midday layovers.

Vehicles would arrive at the project site by traveling southbound on Airport Way South, then eastbound on South Stevens Street and onto the property. Vehicles leaving the site would exit onto Airport Way South and proceed northbound.

g. Describe proposed measures to reduce or control transportation impacts, if any.

None are necessary or proposed.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally explain.

The project is not expected to generate increased need for public services.

b. Describe proposed measures to reduce or control direct impacts on public services.

No impacts to public services are anticipated.

16. Utilities

a. Underline utilities currently available at the site

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic systems, other

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

No new utilities would be needed for the proposed project.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature	Elma A. Borbe
Name (print)	Elma A. Borbe
Title	Environmental Planner
Date Submitted	November 9, 2012

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Figure 1: Proposed Site Plan

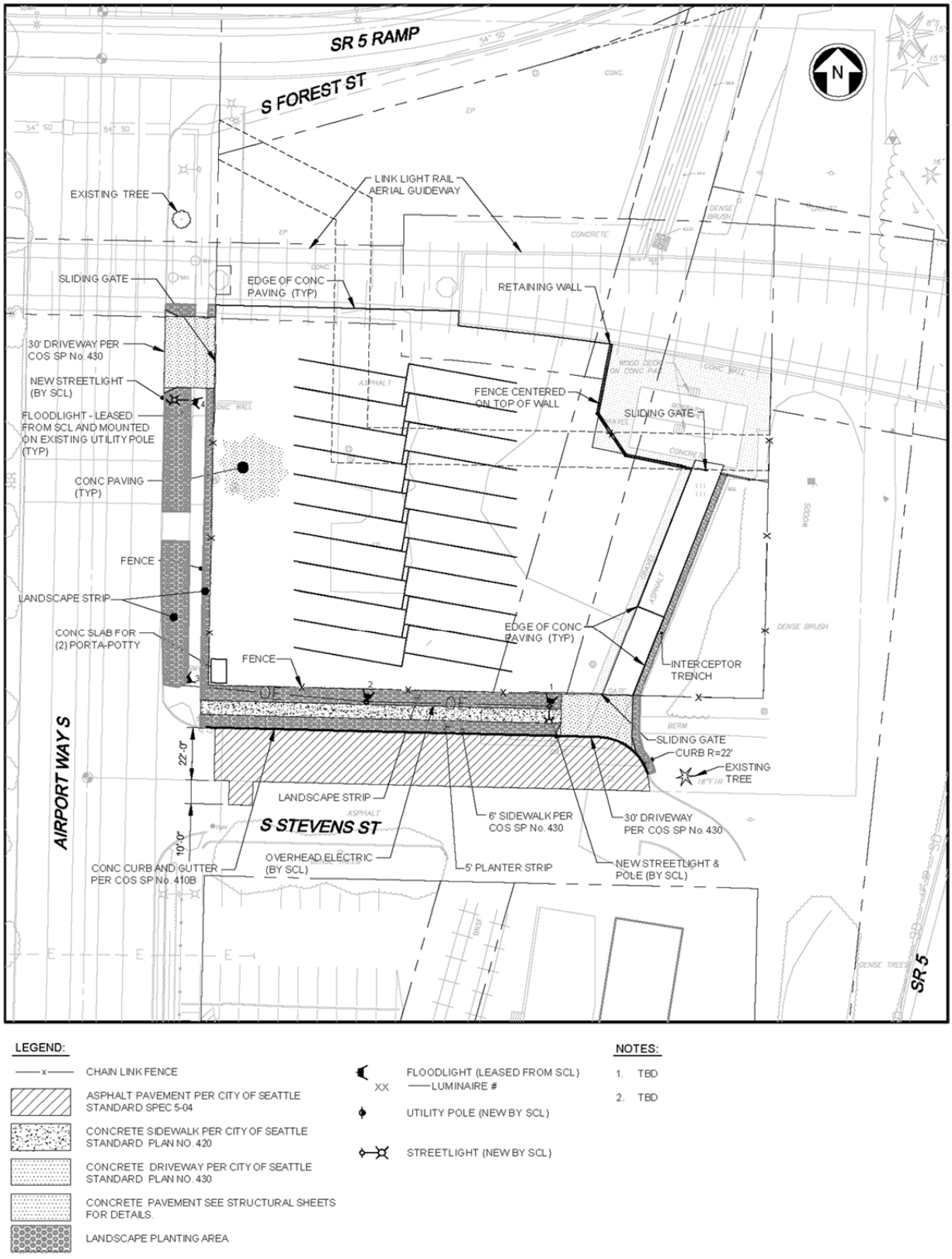

Figure 2: Site Vicinity Map

Attachment A
List of Fisheries Threatened and Endangered Species

Table A-1. U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration– Fisheries threatened and endangered species that may use the project vicinity (Duwamish River)

Species	Current Status	Critical Habitat Designation	Effect Determination
Puget Sound Chinook ESU (*Oncorhynchus tshawytscha*)	Threatened – March 24, 1999 (64 FR 14308)	September 2, 2005 (70 FR 52630)	Species: No Effect Critical Habitat: No Effect
Puget Sound Steelhead ESU (*O. mykiss*)	Threatened – June 11, 2007 (72 FR 26722)	In development	Species: No Effect
Coastal-Puget Sound Bull Trout DPS (*Salvelinus confluentus*)	Threatened – November 1, 1999 (64 FR 58909 58933)	October 18, 2010 Revision (75 FR 63898)	Species: No Effect Critical Habitat: No Effect
Georgia Basin Bocaccio DPS (*Sebastes paucispinis*)	Endangered – July 27, 2010 (75 FR 22276)	Pending formal listing	Species: No Effect
Georgia Basin Canary Rockfish DPS (*S. pinniger*)	Threatened – July 27, 2010 (75 FR 22276)	Pending formal listing	Species: No Effect
Georgia Basin Yelloweye Rockfish DPS (*S. ruberimus*)	Threatened – July 27, 2010 (75 FR 22276)	Pending formal listing	Species: No Effect
Southern Pacific Eulachon DPS (*Thaleichthys pacificus*)	Threatened – May 17, 2010 (75 FR 13012)	Not designated	Species: No Effect
Eastern Steller Sea Lion DPS (*Eumatopias jubatus*)	Threatened – November 26, 1990 (55 FR 49204)	Does not occur in action area	Species: No Effect

Source: Herrera Environmental Consultants, 2012